

WARNING SIGNS



The Bay Area's
Collision Course
With Sprawl and
How Smart Growth
Can Help



Bay Area Transportation
and Land Use Coalition
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Warning Signs was written by Stuart Cohen of the Transportation Choices Forum.

James Corless of the Surface Transportation Policy Project provided the charts comparing data from Bay Area cities and edited the report. Josh Weisman conducted the research for transit frequency. The Steering Committee of the Bay Area Transportation Choices Forum and dozens of affiliate organizations provided critical feedback on the recommendations in chapter three.

Cover Illustration: Tom Hughes and Paul McCarthy

Warning Signs is available on the Coalition's web-site at www.transcoalition.org or calling (510) 740-3150.

About the Bay Area Transportation and Land Use Coalition

The Bay Area Transportation and Land Use Coalition is a groundbreaking partnership of more than 50 groups working to maintain our region's renowned high quality of life, achieve greater social equity, and protect our natural environment. Coalition members believe that current development patterns do not have to be our destiny. Instead, the region can refocus public investment to serve and revitalize existing developed areas; design livable communities where residents of all ages can walk, bike, or take public transit; reform transportation pricing; and redress the burdens and benefits of transportation investments.

The Coalition has regional meetings in Oakland, and sub-regional chapters in Alameda County, San Francisco, and for the Peninsula/South Bay. For more information including meeting times check the coalition web-site at www.priven.sf.ca.us/coalition/

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CHAPTER 1: PLANNING FOR FAILURE

Imagine the year 2020 in the Bay Area. Traffic up 249% since 1990 and 200,000 fewer acres of open space. High-tech businesses, long the economic engine for the area, increasingly moving into the Central Valley, following the majority of their employees who could no longer afford to live in the region. Transit, walking and bicycling – promoted as the alternative to congestion and pollution – carrying a smaller share of all of the trips made in the region: ridership on transit is down 6%, walking down 10% and bicycling down 9%.

Parents telling what seem like fairy tale stories to their children about what it used to be like to be able to get around on their own as kids, to walk or bike to school and the store before traffic and sprawl made it both too dangerous and too difficult. And those same parents spending increasing amounts of time taking care of their own parents, the aging baby boomers who have begun to lose their ability to drive safely and face isolation and the loss of their independence living in communities designed exclusively for the automobile.

This is not some made-up doomsday scenario. Indeed, these are the actual predictions of Bay Area planners, assuming we continue on our current course of poorly planned development and infrastructure investment in the region's nine principal counties. Yet the ongoing cycle of low-density development on the suburban fringes of the region – and the vast amounts of public subsidy required for both new infrastructure and services – is not the only model the Bay Area can pursue for future growth. There are many other alternatives available, many of which require cooperation between different jurisdictions and levels of government, sound planning and a crucial coordination of land use and transportation goals, and, most importantly, a new vision for where the region should be in the next 20 years.

The time seems ripe for this type of “Smart Growth” initiative. There is a growing sense of crisis; Bay Area residents are feeling intense frustration with the transportation system. There is also growing public sentiment against sprawl, as evidenced by the withdrawal of the Tassajara Valley development proposal.

One of the clearest roles that any Bay Area organization can play to help steer us in a new direction is that of the Metropolitan Transportation Commission (MTC), the region's nine county transportation planning and funding agency. In 1998, MTC developed the Regional Transportation Plan (RTP), the “blueprint” that helps guide the Bay Area's \$88 billion in transportation investments over the next twenty years. That comes to about \$13,000 per person. In this crucial plan, MTC identifies five important goals to guide the region's transportation policy for the next twenty years.

⇒ **Improve mobility**

⇒ **Promote equity**

- ⇒ **Enhance sensitivity to the environment**
- ⇒ **Support economic vitality**
- ⇒ **Support community vitality**

But will we be able to meet these goals after 20 years and \$88 billion in transportation projects and programs? That is for the reader to judge, since these goals are only qualitative. Unfortunately, MTC has refused to adopt quantifiable performance measures attached to each goal. Nevertheless, the plan contains many indicators that prove cause for concern.

Will We Meet MTC's Five Regional Goals?

Improving Mobility

People want easy access to activities. Yet as jobs, shopping centers, housing and other activities are more separated from each other, the average person in the region needs to drive further each year. To try and keep up with this new sprawl development, over a thousand miles of freeway and expressway expansions are anticipated between 1990 and 2020 (a 21% increase), at a cost of over \$10 billion.

Studies have shown that these roads will quickly fill up. Even with numerous road expansions, congestion for the region is anticipated to grow 249%. As seen in the chart, some corridors are expecting increases of over 500%.

Vehicle Hours of Delay in Select Corridors			
<u>Transportation Corridor</u>	<u>1990</u>	<u>2020</u> <u>(projections)</u>	<u>Percent</u> <u>Increase</u>
I-580	6,200	37,783	509%
I-80	12,812	82,697	545%
State Rt. 4 (Contra Costa)	4,772	32,356	578%
Golden Gate (I-101 North)	9,115	36,710	303%
Entire Bay Area	105,000	366,000	249%

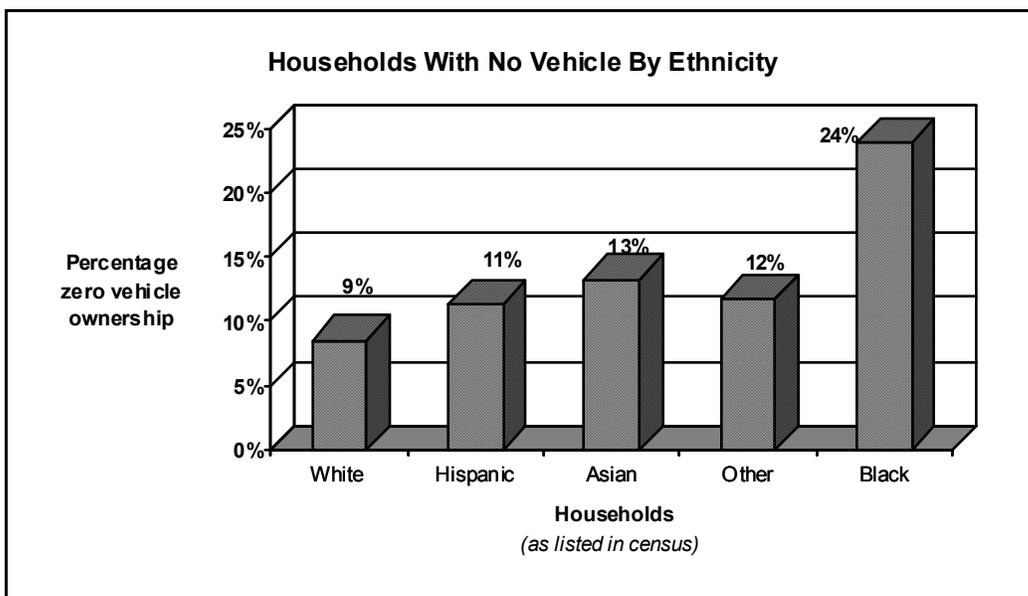
(From 1998 Draft RTP chapter 4) There are 16 corridors in total.

At the same time, the share of all trips taken by transit is expected to decrease by 6%. Transit use on the urban fringe is discouraged because activities are so spread out.

Promoting Equity

MTC has conducted an analysis comparing the effect of each of the RTP alternatives on access to employment for selected low-income areas, versus the region as a whole. According to MTC's analysis, those in disadvantaged neighborhoods without cars, who must rely on transit, have access to 77% fewer jobs within 30 minutes than those with cars.

Investments in the draft RTP, combined with patterns of growth that are supported by RTP investments, will enable those in disadvantaged communities who rely on transit to reach only 2,866 additional jobs. For those with cars who drive alone, an additional 34,847 will become accessible, thus making existing inequities even worse.



Vehicle ownership differs by ethnicity. The inaccessibility of jobs by transit puts undue burden on communities of color that already experience obstacles to employment in our society. From Bay Area Travel and Mobility Characteristics, 1990 Census, Working Paper #2, Metropolitan Transportation Commission, August 1992.

Enhancing Sensitivity to the Environment

Between 1990 and 2020 the *vehicle miles of travel* on Bay Area roads is expected to grow by 59 million miles per day, an increase of 55% (RTP p. 12). This has serious consequences for the environment and residents' quality of life. Additionally, over 200,000 acres of open space – an area more than six times as large as San Francisco and two hundred times as large Golden Gate Park – is expected to be lost to development. (1998 RTP Draft EIR p. 2-102)

Air Quality

Several air quality standards are already violated in the Bay Area. One of these is PM₁₀, which causes bronchial illness and even premature death in human beings. Reducing these emissions just to the State Standards could achieve dramatic gains for public health.¹ The Air District expects PM₁₀ to increase by 20% between 1990 and 2010. Most of this increase is due to anticipated increases in vehicle travel.

Furthermore, vehicles traveling in the Bay Area will emit 28,000,000 pounds of carbon dioxide a day by 2020, contributing to a worldwide increase in greenhouse gas generation and to projected global climate change. (1998 RTP Draft EIR p. ES-10)

Water Quality

Runoff of pollution from streets and highways into the Bay and Streams will also degrade the environment. The quantities of oil and grease from engines, asbestos, lead and other heavy metals released from brakes, and rubber and zinc released from tire wear, increase with additional driving. By 2020, the EPA expects a 60% increase in the levels of hazardous liquids and a 56% rise in the level of batteries as compared to 1990 levels.²

Supporting Economic Vitality

Current patterns of growth and development will lead to more congestion, which hurts business in the region. According to the Bay Area Council: “Businesses are shutting down production lines because parts can’t be transported to their plants on time. Inventories are held at inefficiently high levels...because companies have to orient their shipping times around traffic. Protracted commutes make it difficult to attract and retain employees...”³

Business groups, particularly the Bay Area Council and Silicon Valley Manufacturing Group are participating in a host of initiatives to improve transportation performance. These groups have recognized that a better process is needed to coordinate transportation and land use planning, in order to overcome the lack of convenient, affordable transportation options.

¹ Bay Area Air Quality Management District, *The economic value of quantifiable ozone and PM10 related health effects in the San Francisco Bay Area*, October, 1994.

² RTP, EIR; EPA, *Indicators of Environmental Impacts of Transportation*, 1996.

³ Bay Area Council, *A Call to Action*, April 1998.

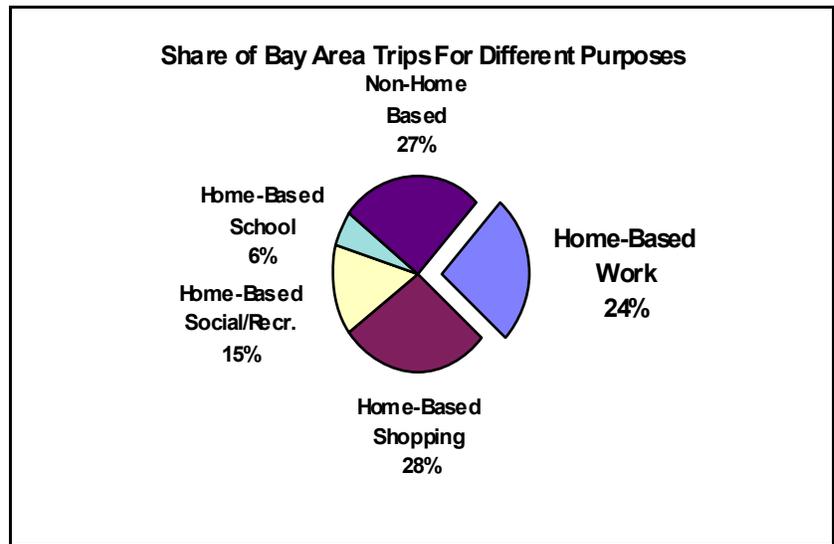
Transit Frequencies and Job Growth in The Bay Area

TRANSIT FREQUENCY	AVERAGE TRIPS PER HOUR	TOTAL HOURLY TRANSIT TRIPS	PROJECTED JOB GROWTH
HIGH	40	12,583	258,539
MEDIUM	16	4,909	169,144
LOW	8	2,535	268,873
VERY LOW	3	941	296,855
	Average: 17	Total: 20,968	Total: 993,411

Nearly a million new jobs are projected for the Bay Area over the next twenty years, a 30% increase over existing levels of employment. At this point, 565,728 of the new jobs are expected to locate in areas with infrequent transit service. If this scenario comes to fruition, many more Bay Area residents will experience the frustration of daily traffic congestion, as automobile commuting continues to transform from a matter of choice into an inescapable aspect of life in our region.

Enhancing Community Vitality

The level of walking and bicycling in a community is an excellent indicator of the vitality of a neighborhood. Safe, pleasant streets, parks and plazas encourage neighborhood cohesion. But our transportation system and community design in many new areas are simply not safe or encouraging of these key transportation modes. The share of trips by walking is expected to decrease by 10% between 1990 and 2020. Bicycling's share is expected to decrease by 9% during this period (1998 RTP Draft EIR p. 2-44).



Commute-to-work trips grab the lion's share of media attention, but represent less than a quarter of all trips made in the Bay Area. Many social, school and shopping trips are just one to three miles of home and can often be accommodated on foot or by bicycle.⁴

MTC has taken an important initial step by launching the "Transportation for Livable Communities" program to support transit-oriented, walkable communities. Yet more will be needed to turn the cycle of sprawl and congestion into a Bay Area that offers affordable and convenient transportation choices.

Which is the Best Alternative?

One of the problems with the draft 1998 RTP is that all of the alternatives offered are so similar to each other. Why are they so similar?

1. "Baseline" projects, or 93% of the \$88 billion in funding, are the same between alternatives. In other words there is only a 7% difference of RTP funds between alternatives. (The gas and sales tax alternatives assume the same investments as the project alternative then add on to it.)
2. Future development patterns are assumed to be the same across all alternatives (i.e. ABAG projections assuming 211,000 acres of land will be developed over the next twenty years.)
3. Pricing of facilities, including parking charges, does not vary between alternatives.

⁴ Figures are estimates for 1996. From Bay Area Travel Forecasts for Years 1990, 1996, and 2010 (Auto Ownership, Trip Generation, Trip Distribution and Mode Choice, By MTC's Planning Section, September 1993.

Of course this would not be a problem if all of the alternatives showed a rosy future. But given the dire predictions, it would be useful to prepare at least one “Smart Growth” non-sprawl alternative. A comparison of some of the alternatives are provided below.

The 1998 Regional Transportation Plan Project vs. the alternatives offered.

INDICATOR	RTP PROJECT	ALTERNATIVE 1 SALES TAX	ALTERNATIVE 2 GAS TAX	ALTERNATIVE 3 OPERATIONS & MAINTENANCE	MAXIMUM DIFFERENCE BETWEEN ALTERNATIVES
Drive-Alone Share of Trips	70.6%	70.5%	70.4%	70.7%	0.3%
Carpool Share	14.9%	14.9%	15.0%	14.9%	0.1%
Transit Share	10.5%	10.6%	10.7%	10.5%	0.2%
Bicycling & Walking Share	4.0%	4.0%	4.0%	4.0%	0%
Vehicle Hours of Delay	101,500	100,100	99,600	101,000	1.9%
Daily Vehicle Miles	166,787,000	166,788,000	166,556,000	166,723,000	0.1%

(From 1998 RTP Draft EIR Chapter 3) Note: MTC has also a-project alternative” required by law.

While these are just some of the numerous facts and figures available in the 1998 RTP, it lays out a future that seems troubling at best, frightful at worst.

Member Organizations of the Bay Area Transportation and Land Use Coalition believe that to truly meet the five goals outlined in the Regional Transportation Plan we will need to reign in sprawl development and design communities so people have a choice in how they travel; fund cost-effective alternative transportation; and provide incentives to discourage solo driving.

CHAPTER 2: A BETTER ALTERNATIVE

How do we know Smart Growth is Smart?

In 1994, the Regional Alliance for Transit (RAFT), a coalition of transit and environmental activists, created a model that should have made a stunning change in the way we think about transportation in the Bay Area. They created their own alternative Regional Transportation Plan RTP based on the core ideas of Smart Growth.

This RAFT model used the same job and population growth assumptions that the MTC did, but confined growth to existing developed areas, invested more heavily in cost-effective transit, and offered employees three dollars per day in cash to forego their free parking. MTC agreed to test the RAFT model on their computers, in order to compare it with MTC's plan. The results were clear: RAFT's plan delivered superior results in every category.

RAFT Results

The RAFT plan reduced congestion and lowered vehicle miles traveled (VMT), saving residents both time and money. Not only did RAFT's alternative preserve 150 square miles of open space that was projected for development, but would save up to \$25 billion in infrastructure expenses. By directing development into already served areas, RAFT's plan avoided investing in unnecessary roads, sewer, and electric lines. The adjacent chart shows a few of the RAFT plan's advantages.

Advantages of the RAFT Regional Transportation Plan model over MTC's adopted RTP	
Vehicle Miles of Travel:	6% less
Annual Travel cost:	\$379 saving per household
Vehicle hours of travel:	13% less
Fuel consumption:	9% savings
Carbon Monoxide emissions:	6,900 tons in annual reductions
Rural and natural land urbanized:	150 square miles saved
Infrastructure costs:	Up to \$25 billion saved

Source: Bay Area Air Quality Management District, July 11, 1994 staff memo to Board of Directors

Key RAFT Assumptions

Although RAFT's regional growth assumptions were the same as MTC's, RAFT's model had key differences in the projections of where growth would be, and the type of investments made in transportation. Whereas MTC's model proposed more than 500 miles of new highways, RAFT's model only included a few miles and instead focused on providing alternatives, so Bay Area residents could get off the congested freeways. Future growth would be focused in existing areas, would be more human-scale, and would cluster around transit stations and within current developed areas rather than the projected suburban sprawl.

The RAFT model also uncovered the many benefits of pricing the existing transportation system to promote more efficient use, prescribing a "parking cashout", whereby employees who forego their "free" parking space are given its cash value instead. Significant improvements would be made to public transit service. Caltrain, electrified from San Jose to San Francisco, would run all the way to downtown San Francisco and operate much more frequently; light rail would run through the Capitol and Tasman corridors of Santa Clara county; an electric trolley-bus would traverse the East Bay from Hayward and Richmond; Marin and Sonoma counties would have commuter rail.

When the RAFT plan was brought before the Board of Directors for the Bay Area Air Quality Management District, it was well received for its effectiveness in reducing air pollution, and the Board recommended that the RAFT recommendations be incorporated in the Regional Transportation Plan. While they acknowledged that MTC may not have the direct authority to implement the RAFT recommendations, the Board suggested that MTC could encourage implementation of these measures using their significant ability to fund, withhold funds, or advocate for transportation projects.

Implications

The RAFT alternative provides a glimpse of hope that there are solutions to our complex transportation problems. It does more than recognize the connection between development and transportation demand: it illustrates the incredible synergies available if we could better coordinate land use, pricing and transportation investments. The public should encourage county congestion management agencies and local governments to work with MTC staff and commissioners on efforts such as parking cash-out and zoning changes to create effective improvements in the quality of transportation for Bay Area residents.

Case in Point: Portland's LUTRAQ project

Many places in the US are now adopting this approach, including Maryland, Minneapolis, and recently even Atlanta, Georgia. One city that has worked for Smart Growth for many years is Portland, Oregon. In 1989, a new highway was proposed for the western portion of Portland, in spite of the fact that it would worsen Portland's air quality status and was anticipated to quickly become congested. But the

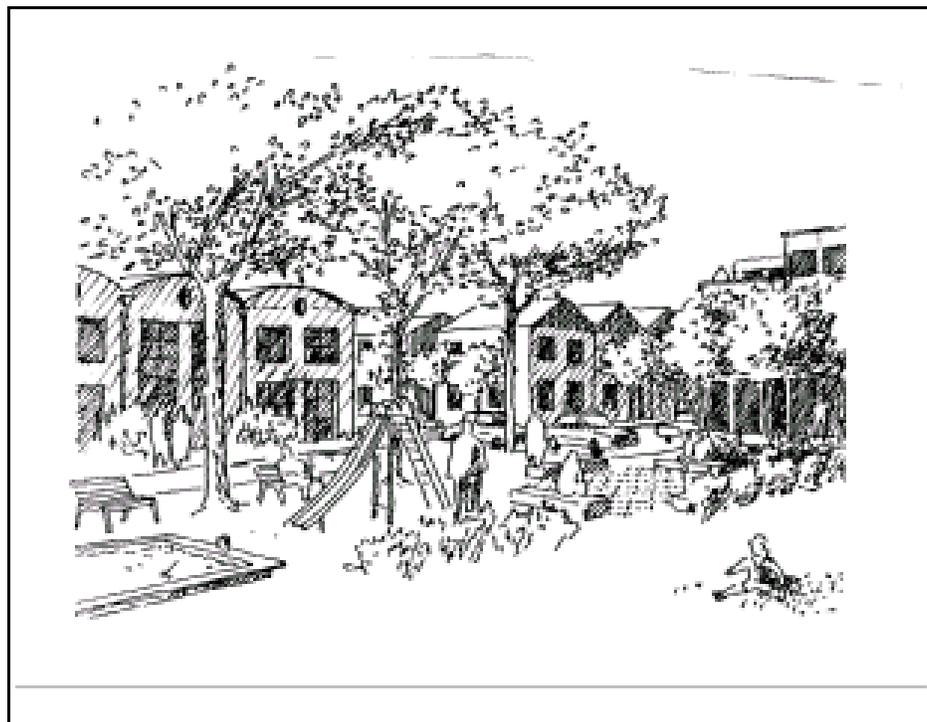
highway was the only real option, given the auto-dependent land uses in the area. Transit and non-motorized projects would not have been cost-effective in the proposed suburbia.

In response, 1000 Friends of Oregon initiated the LUTRAQ (Land Use Transportation, Air Quality) project, an innovative planning process that integrated transportation, land use, and pricing strategies. The three main principles were:

- Land-use plans should direct higher density development to locations well-served by transit and should ensure that development is designed for pedestrians, bicyclists and transit riders, as well as auto drivers.
- The transportation system should serve and reinforce the nature of the land-use plans.
- Some of the current distortions in the pricing of the transportation system and other public facilities should be corrected.

The LUTRAQ alternative proposed compact, walkable, neighborhoods based around light-rail stations instead of the highway surrounded by projected low-density land uses. The LUTRAQ alternative showed that, at the end of 20 years, it would perform better than the “Highway Only” option on all key criteria used:

- 22.5 percent fewer work trips in single-occupant vehicles
- 27 percent more trips made on transit and by walking and biking
- 18 percent less highway congestion with 10.7% fewer hours of vehicle travel during the afternoon rush hour
- 21 percent greater access to jobs in the region, as measured by the percentage of the study area within 30-minutes travel of 500,000 jobs.



Amenities such as neighborhood parks and shops, combined with easier commutes, are making higher density housing popular again.

The advantages of the LUTRAQ alternative over the highway alternative were even stronger for households and businesses located within transit-oriented developments. This alternative is now being implemented with extremely positive results.

LUTRAQ effectively reduced the excessive demand for driving by improving land uses and improving pricing policies. It allowed decision-makers to choose from an expanded set of options. Without allowing for a “Smart Growth” scenario that included more compact land use to be modeled, this alternative never would have gained political support. In other areas, the absence of a well articulated vision remains the greatest obstacle to Smart Growth.

Smart Growth for the Bay Area

Smart Growth activities are already taking place in many areas across the Bay Area. For example, Sonoma and Marin just completed a process similar to LUTRAQ, which helped build momentum for the new rail line’s inclusion in their sales tax proposals (which was later defeated by voters) and will help build ridership and make rail service cost-effective through compact land development around the stations. In Silicon Valley, the Eco-pass program is bringing more employees onto transit and the Housing Action Coalition has helped promote transit-friendly infill development.

Yet since the issues we are trying to address include transportation and air quality, which are cross-jurisdiction in nature, the most appropriate place to plan a Smart Growth strategy is at the regional level.

An undertaking such as LUTRAQ, on the scale of the Bay Area, would be ambitious indeed. To be effective, it would have to have strong buy-in from local governments, business, and the general public. It would need to foster cooperation between local governments, offer sufficient incentives, and create a positive vision that can only be realized through Smart Growth plans and investments. What we lack is a clear vision to help direct the region down a better path. The next section introduces a broad range of principles and actions that can change the trajectory of the Bay Area and start us down a path that enhances our quality of life and our environment.

CHAPTER 3: HOW TO GET THERE

The Bay Area has outstanding beauty, a dynamic economy, and incredible opportunities. However, poorly planned, sprawling development in the Bay Area poses a threat to our quality of life and our environment.

Member groups in the Bay Area Transportation and Land Use Coalition believe that current development patterns and projections for the future are not set in stone. The Bay Area can retain its environment and quality of life while ensuring that all residents have access to economic and recreational opportunities.

The following platform lays out principles and specific actions that the coalition will pursue jointly.

1. Plan Regionally For Smart Growth

To solve the region's most pressing problems we must plan communities with a high quality of life that also address regional concerns over transportation, affordable housing, air quality, equity, and efficient investment. Growing smarter in just a few cities and counties will not make a dent in addressing the key regional problems. It is time to grow smarter as a region.

Coordinate Regional Transportation, Land Use, and Air Quality

The Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and the Bay Area Air Quality Management District (BAAQMD) have applied for funding to form a regional "Partnership for Smart Growth," which would include local governments and a broad range of private sector interests. The Coalition will work to ensure this process takes place independent of whether federal funding is granted, and will work to encourage broad participation in this partnership.

Tie Regional Transportation Investments and Incentives to Better Land Use

Development that will strain the region's road system should not be rewarded with infusions of regional transportation dollars. The Coalition will work to ensure that scarce public funds are targeted towards communities which have proven that they will grow in ways that support a range of travel choices. At minimum, the regional gas tax proposal and the process to create a transit expansion blueprint ("new rail starts") should adopt these principles from the outset.

Reduce Incentives for Poor Land Use

Existing incentives reward cities for building regional malls and other traffic-inducing land uses which generate high sales tax revenues, while penalizing them for accepting affordable housing, which provides little tax base and requires schools and services. Extensive efforts are needed to reduce this "fiscalization

of land use.” The Coalition will work for regional sharing of new sales tax revenues as one important solution.

Develop Performance Measures and Goals

Setting goals for the region and showing how specific projects and plans can move us towards them will make regional planning more meaningful to area residents and help build support for specific initiatives. Specific performance goals, such as calling for increased transit use per capita, should be included in MTC’s Regional Transportation Plan. The Coalition will work to ensure that future RTPs and other plans present a meaningful range of alternatives, illustrating ways in which progress can be made towards regional goals.

2. Promote Livable, Walkable Communities

Designing communities the old-fashioned way – with sidewalks, narrow tree-lined streets, integrated street networks, and homes, jobs, shops, and parks within close proximity – has strong market appeal and reduces dependence on automobile travel. Compact, transit-oriented patterns of urban development also help save the Bay Area’s open space and agricultural land.

Promote Compact, Mixed-Use Development

Good development can bring homes, shops, restaurants, parks, and offices within walking distance of each other and transit facilities. The Coalition will promote changes in general plans, zoning ordinances, and design guidelines to implement these Smart Growth principles (examples of how to do these are outlined in ABAG’s *Making Better Communities* report).

Preserve Open Space and Limit Suburban Expansion

Urban Growth Boundaries (UGBs) draw a line showing where development ends and open space begins, and are one of the most effective ways to reduce suburban sprawl. The Coalition will work to get UGBs, coupled with effective policies to ensure infill

% OF COMMUTERS WALKING TO WORK IN BAY AREA		
	City	% Walk
1	Berkeley	16.8%
2	Calistoga	14.1%
3	San Francisco	9.8%
4	Sonoma	9.1%
5	Rio Vista	8.7%
6	Atherton	8.6%
7	Yountville	8.4%
8	St. Helena	8.4%
9	Cloverdale	5.9%
10	Sebastopol	5.7%
11	Brentwood	5.6%
12	Colma	5.0%
13	Oakland	4.9%
14	Albany	4.5%
15	Portola Valley	4.4%
16	Palo Alto	4.0%
17	Emeryville	3.9%
18	Piedmont	3.8%
19	San Anselmo	3.8%
20	Alameda	3.8%
21	Belvedere	3.8%
22	Mill Valley	3.7%
23	San Rafael	3.6%
24	Healdsburg	3.5%
25	Redwood City	3.4%

Source: 1990 US Census, Surface Transportation Policy Project

development, adopted by additional Bay Area cities and counties. Ecologically sensitive lands and prime farm lands deserve special protection from development.

Require Connecting Street Patterns and Pedestrian-Friendly Streets

Streets in new developments should connect with one another to reduce driving distances, facilitate bicycle and pedestrian use with sidewalks and bike paths. The Coalition will promote revisions in zoning regulations, subdivision codes, and design review processes to encourage these changes.

MOST DANGEROUS BAY AREA COUNTIES FOR PEDESTRIANS

Rank	County	Pedestrian Fatalities 1996 (1)	All Traffic Fatalities 1996 (1)	Ped Fatalities As % Of Total	Pedestrian Injuries 1996 (1)	Population 1996 (2)	Incident Rate	% of People Walking to Work (3)
1	SANTA CLARA	31	119	26%	708	1,654,800	44.7	2.1
2	SAN MATEO	12	44	27%	292	704,800	43.1	2.6
3	CONTRA COSTA	10	66	15%	256	887,100	30.0	1.8
4	SAN FRANCISCO	21	51	41%	1140	772,800	150.2	9.8
5	SOLANO	5	49	10%	136	375,500	37.5	2.5
6	MARIN	1	10	10%	105	241,400	43.9	3.0
7	ALAMEDA	23	107	21%	762	1,381,700	56.8	4.0
8	SONOMA	10	54	19%	151	428,600	37.6	3.3
9	NAPA	2	13	15%	43	120,100	37.5	5.1
	TOTAL	115	513	22%	3593	6,566,800		

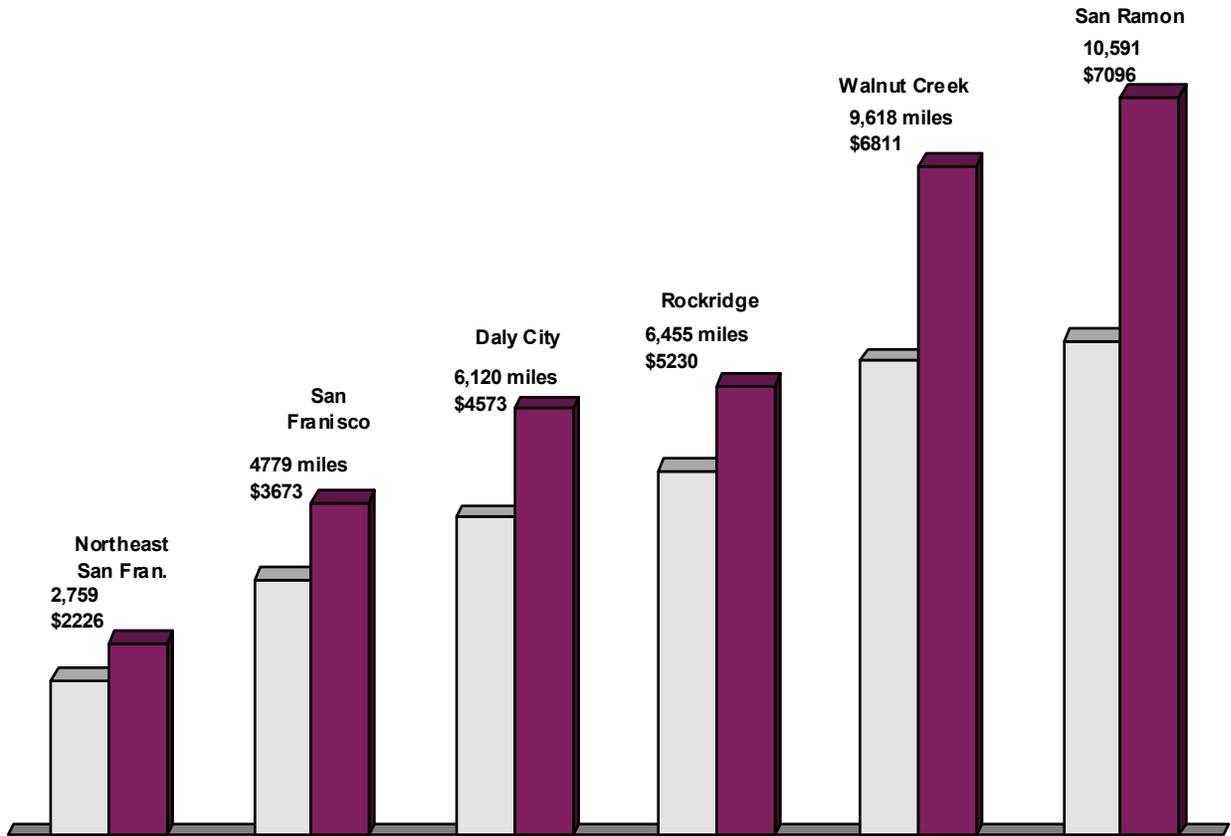
(1) 1996 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions, Department of California Highway Patrol
 (2) 1996 Population Estimates, California Department of Finance
 (3) 1990 Census; Journey to Work Statistics

Source: Surface Transportation Policy Project

Fund Transit Village and Neighborhood Improvement Plans

Developing comprehensive plans for neighborhoods, especially those in key transit corridors, is essential for developing pedestrian-oriented places areas with a broad mix of land uses and public spaces such as parks. The Transportation for Livable Communities Program, established by MTC, is a model program providing funding for community-oriented planning that also reduces automobile use. The Coalition will promote the continuation and expansion of this program and the adoption of similar programs by County transportation agencies.

Suburban Residents Own More Cars and Drive More And Spend More on Autos than Residents Living In More Traditional Settings



Numerous studies have shown a strong correlation between density, and variables such as levels of auto ownership and vehicle miles traveled per year. This study by John Holtzclaw also showed that proximity to good transit, shopping and pedestrian-friendliness of an area were also important conditions for reducing vehicle miles traveled (Holtzclaw, 1994).

3. Provide Real Transportation Choices

For millions of Bay Area residents, convenient and affordable alternatives to being stuck in traffic are virtually non-existent. Poll after poll has shown that people are increasingly frustrated by having no reliable alternatives to driving alone. Walking, bicycling, public transit, and ridesharing need to be far more convenient and deserve greater public investment.

Develop a World Class Public Transit System

Transit in the Bay Area should be safer, faster, more frequent, and more reliable. Regional agencies should focus investment on local service in core Bay Area communities, create seamless connections between transit systems, and ensure that service is available 24 hours a day, 7 days a week. The region should invest in key transit “hubs” such as the Transbay Terminal in San Francisco and downtown San Jose. The Coalition will work with MTC and other agencies to ensure that increased transit usage becomes a regional goal in the 2000 RTP.

Improve Local Bus Service

Local bus service provides vital links between low-income communities and job centers and could serve much more of the region's population if higher priority was given to needed improvements. The Coalition will work to ensure that federal and state agencies use transportation funds to improve frequency and reliability of bus service, install bus-priority signals on arterials, test regional "busways," and allow for better coordination of transit systems.

Improve Pedestrian and Bicycle Alternatives

The amount that people walk and bicycle has declined in recent decades as streets have turned into speedways and fear of traffic forces parents to become personal chauffeurs for their children. Nearly a quarter of all traffic-related fatalities in the Bay Area are bicyclists and pedestrians. The Coalition will work with MTC and Caltrans to ensure that bicyclists and pedestrians receive their fair share of funding

% OF COMMUTERS TAKING TRANSIT TO WORK IN BAY AREA		
	City	% Transit
1	San Francisco	33.2%
2	Daly City	18.7%
3	Sausalito	18.1%
4	Oakland	17.8%
5	Albany	16.5%
6	Berkeley	15.1%
7	Colma	14.2%
8	Tiburon	14.1%
9	Belvedere	13.5%
10	Emeryville	12.9%
11	Richmond	12.7%
12	Larkspur	12.4%
13	Alameda	12.0%
14	Walnut Creek	12.0%
15	Mill Valley	11.8%
16	Lafayette	11.6%
17	San Rafael	11.4%
18	Corte Madera	11.0%
19	Orinda	10.9%
20	San Pablo	10.8%
21	San Anselmo	10.8%
22	Fairfax	10.8%
23	Moraga Town	10.1%
24	Pleasant Hill	10.1%
25	Concord	9.7%

Source: 1990 US Census, Surface Transportation Policy Project

and that a regional bike and pedestrian needs assessment is undertaken. The Coalition will also work for passage of a statewide "safe routes to school" bill, and advocate making all sidewalks, crosswalks, trails, and commercial centers wheelchair and ADA accessible.

4. Ensure That Social Equity Is Addressed

More than 2,000,000 Bay Area residents rely on non-automobile modes of transportation to get around – most of them seniors, children, low-income, or disabled individuals. Serving these residents must be a basic principle in all investments and policies.

Make Significant New Investments in Communities That Rely On Public Transit

Public transportation systems are a lifeline to certain communities and transit investments in these communities have the added benefit of sparking neighborhood reinvestment and revitalization. The Coalition will support concerted efforts to develop 24 hour, 7 day service on key routes, upgrade the speed and frequency of service, improve lighting, safety and comfort, and provide discount or free passes to those with very low incomes.

Increase Funding and Incentives for Affordable Housing

A fair regional distribution of affordable housing is essential. The region should strengthen requirements for developers to include affordable units in each new development (near transit), and cities and counties should accept their fair share. The Coalition will ensure that the California's Low-Income Housing Tax Credit criteria are changed to favor locations that are transit accessible and that the value of these credits is significantly increased.

Fund Welfare-to-Work Transportation Programs

Recent federal mandates to provide former welfare recipients with transportation to new jobs challenge our region to eliminate transportation as a barrier to employment, child care, and other social needs. Each county is preparing a welfare-to-work transportation plan. The Coalition will work to ensure these projects are fully funded and the recommended strategies are implemented.

Provide Better Information on the Equity Impacts of Investments

It is critical to know which neighborhoods and groups will benefit from the projected \$88 billion of Bay Area transportation investment over the next 20 years. The Coalition will work to ensure that detailed equity analyses for the RTP and County Transportation Plans are prepared, and that these plans are evaluated and changed to address social equity problems.

5. Get the Price Right

Current economic incentives promote automobile use and inefficient land development. To clean the air, reduce congestion, and promote livable communities, the region needs to price transportation in a way that promotes alternatives to driving and that reflects the true costs of automobile use to society and the environment.

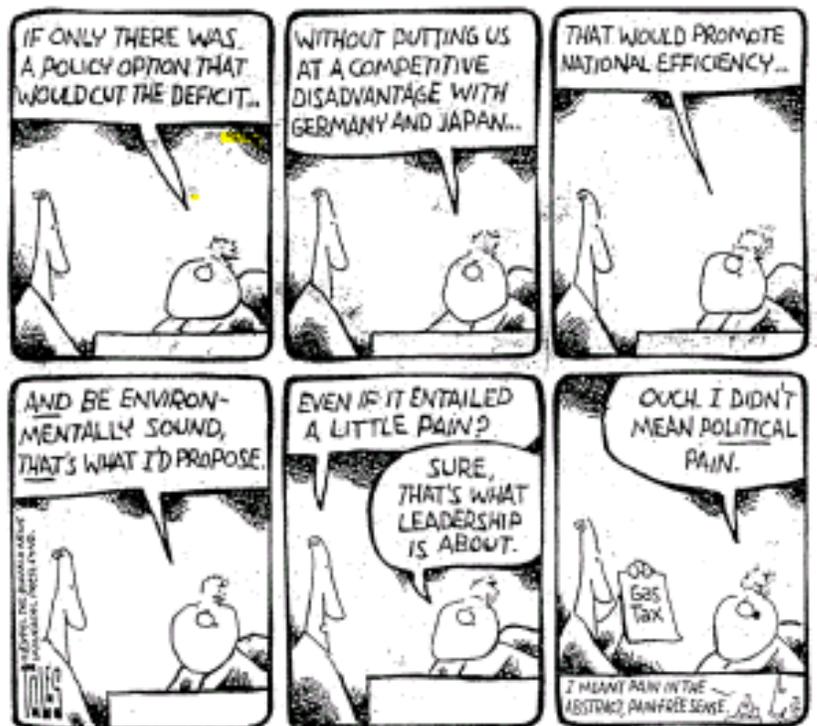
Support an Equitable Gas Tax Proposal

MTC has been authorized to place a regional gas tax on the ballot as early as November 2000. The Coalition will work to develop a regional gas tax expenditure plan that significantly expands funding for public transit and non-automobile modes of transportation, and will only support a plan that is both environmentally sound and socially just.

Develop Appropriate Parking Fees

One of the most effective ways to promote alternative transportation is to reduce free parking. Parking “cashout” programs give employees the choice of receiving cash for giving up their “free” parking spot at work (employees can instead walk, bike, carpool, or take public transit to work). The Coalition will work to have the California Air Resources Board enforce existing cashout laws and will advocate for stronger cashout provisions from cities and counties. Cities should also reduce parking requirements for transit-oriented development projects.

TOLES



Charge Rush Hour Tolls on Bridges

Used successfully in Southern California and around the world, programs to charge higher road tolls during rush hour can significantly reduce congestion while funding transportation alternatives. State legislation introduced in 1999 calls for increasing Bay Bridge tolls during rush hour. The Coalition will support such road price increases if equity impacts are taken into account and funds are used to support non-automobile transportation options.

Expand Free and Discount Transit Pass Programs

Free and discount transit passes create a strong financial incentive to take transit, thereby building long-term transit ridership while reducing automobile use and congestion. The Coalition will advocate for greater funding of such programs, especially for seniors, students, and lower-income residents.

Next Steps

Members of the quickly growing Bay Area Transportation and Land Use Coalition will promote this platform through a broad range of activities that include: providing analysis, reports and fact sheets on topics discussed in the platform; educating and involving residents, community groups, business interests, and public officials; encouraging local and regional leaders to actively participate in the Partnership for Smart Growth and other regional consensus-building efforts, and outlining issues for the media.

The Coalition's overarching goal is to provide information and policy recommendations that allow elected officials and the broader public to choose between current development patterns and a more sustainable Bay Area that preserves and enhances our quality of life.

ORGANIZATIONS SIGNING THE COALITION PLATFORM

As of this report's publication on June 23, 1999, over 50 organizations had signed the coalition's platform represented in the chapter three. Many more are now considering the platform. Below are the affiliate organizations that have already signed.

Albany/El Cerrito Access	Marin County Bicycle Coalition
Alliance for AC Transit	Mission Housing Development Corporation
Bay Area Action	Modern Transit Society
Bay Area Transportation Choices Forum	National Trust for Historic Preservation
Bayped	North Bay Environmental Institute
Berkeley Gray Panthers	Peninsula Conservation Center Foundation
Center for Third World Organizing	Peninsula Rail 2000
Coalition for West Oakland Revitalization	Rail Passenger Association of California
Community Design and Architecture	Regional Alliance For Transit (RAFT)
Congress for the New Urbanism	Rescue MUNI, Peninsula Rail 2000
Council of Churches of Santa Clara County	San Francisco Bicycle Coalition
East Bay Asian Local Development Corporation	Save San Francisco Bay Ass'n
East Bay Bicycle Coalition	SF Bicycle Advisory Committee
East Palo Alto Historical and Agricultural Society	SPUR (San Francisco Planning and Urban Research)
Eco-City Builders	Surface Transportation Policy Project (STPP)
West Downtown Neighborhood Alliance	Sustainable El Cerrito
Emergency Services Network	Sustainable San Mateo County
Environmental Defense Fund	Synergy Business Solutions
Gray Panthers of San Francisco	The People on the Bus
Gray Panthers of West Contra Costa County	TNDC: Tenderloin Neighborhood Development Corporation
Gray Panthers Southern Alameda County	Train Riders Association of California
Green Party of Alameda County	Union of Concerned Scientists
Greenbelt Alliance	Urban Conservation and Urban Design
Hayward Area Planning Association	Urban Ecology
International Council for Local Environmental Initiatives (ICLEI)	Urban Habitat Program
LACES	Walk San Francisco
	Working Partnerships, USA

APPENDIX A: PARTNERSHIP FOR SMART GROWTH

In July 1998, with the newly released Regional Transportation Plan painting a gloomy picture of the region in 2020, the Bay Area Transportation and Land Use Coalition appealed to MTC Commissioners to develop a stronger method for coordination of local land use and regional transportation planning. Many commissioners agreed with the recommendation, and the proposal for the “Partnership for Smart Growth” was initiated.

The first proposal for this Partnership was drafted by staff from MTC, ABAG and the Air District along with a number of coalition affiliate organizations such as Surface Transportation Policy Project, Greenbelt Alliance, Environmental Defense Fund and the Bay Area Transportation Choices Forum. The proposal is to launch a comprehensive regional outreach and planning effort involving local elected officials, community groups and business leaders. The project would focus on creating incentives for local governments to develop land use policies that reduce demand on the transportation system, preserve open space, and create better access to jobs and services.

The proposal, included in this appendix, was sent by the three regional agencies to the U.S. Department of Transportation in November 1999. Although Secretary Rodney Slater announced that the proposal was a finalist, a number of smaller California projects received funding instead. On June 24, 1999 the three agencies will be re-applying for this funding. Whether or not this grant is received, coalition members believe we should move forward with this innovative project.